

Intimation.

ESSETS FLUID

VERSUS
PLAGUE.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:
**WATKINS
LIMITED.**

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

**Today's
Advertisements.**
**THE GREAT BANVARD'S STAR
VAUDEVILLE COMPANY**
WILL GIVE THEIR
**SPLENDID
ENTERTAINMENT**
AT THE
BAY VIEW HOTEL.
TO-NIGHT,
at 9 P.M.
ADMISSION:—\$3, \$2 & \$1

Soldiers and Sailors in Uniform half-price
to Second and Back Seats.
Hongkong, 11th July, 1901.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
The undersigned has to-day RESUMED
CHARGE of the HONGKONG BRANCH.
By Order,
T. H. WHITEHEAD.
Hongkong, 8th July, 1901.

EOTHEN MARK LODGE,
No. 264.

A NEMERGENCY MEETING of the above
LODGE will be held at the FREEMASON'S
HALL, Zetland Street, on FRIDAY, the 12th
instant, at 5 for 5.30 P.M. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 11th July, 1901.

TO LET.
Possession, August 1st.

THE GODOWN IN WEST POINT (Kennedy
town), known as Feather Factory, now
occupied by the Hongkong and Kowloon
Wharf and Godown Co., Limited.
For particulars, apply to
LAUTS, WEGENER & CO.
Hongkong, 11th July, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
—Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE.

JUST OPENED.
A FINE Consignment of FRENCH PRE-
SERVES of a well known make.
Quality will speak for itself.

H. RUTTONJEE,
22 & 23, Elgin Road, Kowloon.
Hongkong, 16th April, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. **D** and **E** are
after-dinner Wines of a very Superior
Vintage. ALL ARE TRUE XERES
WINES.

Small quantities are supplied at
proportionate whole sale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 11, 1901.

NOTES AND COMMENTS.

Chinese Filth.
As will be seen by reference to another
column, the Government did not like the
very outspoken description of the state of
No. 5 Health District which we published
on 24th ulto. over the signature of Gilah.
Accordingly Mr. Brown was asked to report
on the matter, and he, being a Govern-
ment servant, naturally tried to throw dis-
credit upon the statements made in our
article.

Mr. Brown says that after the fumigation
the place was devoid of all objectionable
odour. Granted, it was, but he quite forgets
to mention that this was only the case until
such time as the filth was stirred up in the
process of cleansing. He admits that a few
drains, when being unblocked, gave out an
unpleasant effluvia. He had much better
have said sink, it is more descriptive.

Then he wanders on to the question of
Chinese cookhouses and tries to make out
that our correspondent didn't know anything
about the manners and customs of the
Chinese, and was taken in by the accumula-
tions of soot and smoke on the walls. Mr.
Brown, however, forgets that soot does not
smell and does not make a wall slimy and
damp, he carefully refrains from saying any-
thing on this subject. And if Mr. Brown
thinks Gilah does not know what he is talk-
ing about, we may mention that he has spent
fifteen years in the Far East and has been
brought into close touch with all nationalities.
In fact Gilah assures us that the most foul
rubbish is generally found in the cookhouse
of a Chinese residence, and even Mr. Brown
admits the presence of "an unpleasant smell
from the decomposing food lying hidden in
the corners."

Then Mr. Brown wanders on and says
that the District was "as clean and in as
good order as an inspector can be reasonably
supposed to keep it." We quite agree with
him; for he quite forgot to mention that no
Sanitary Inspector can be expected to ex-
ercise proper supervision over the large dis-
trict placed under his charge. The men do
their best, but they cannot accomplish
impossibilities.

"Para B," says Mr. Brown, "is an exaggera-
tion." This described the manner in which
the Chinese were hoarding up old rubbish.
In reply we say that the Sanitary Inspectors,
who have much more opportunity for ob-
servation than Mr. Brown, bear out Gilah's
statement.

Mr. Brown next says that in one gang
one dustcart was filled with rubbish collected
from three houses. Well, the policeman
who told Gilah that that amount had been
taken from three cookhouses was probably
right, for most of the filth was found in
the back premises. Then Mr. Brown says
that from his experience of cleaning, the
amount of rubbish was not more than could
have been expected, but he forgets to say
how much was removed.

If the Government wish to disprove
Gilah's statements will they please say how
many cartloads of filth or rubbish, if they
prefer to call it so, were removed from No. 5
Health District? This will give the public

a very good idea of the state of the place,
for a Sanitary Inspector informs us that
from Nos. 15, 17 and 19, Peel Street no
less than forty loads of rubbish were re-
moved.

As a matter of fact Gilah's statement was
quite justified, and any exaggeration lay in
the fact that he described some of the
places visited as a glimpse of Hell. Well,
Gilah admits that he has not been there, and
if he has misrepresented anything by this
description he apologises to Mr. Brown, or
anyone else who may have a superior know-
ledge of the locality mentioned.

As for Mr. May's statement that he only
saw such rubbish as might be taken from
any European office in the Colony, every-
body knows that he holds the post of
Government Apologist. We had always
thought that Mr. May was an advocate of
cleanliness, but now we must admit that our
belief in him has received a shock. We
knew that No. 5 Health District was filthy,
but we did not think that Mr. May would
dare to hint that his Police Stations were no
cleaner, for that is what one would be led
to suppose from his statement.

Sanitation.
According to our morning contemporary,
His Excellency the Governor has already
written home asking for an expert upon
sanitary matters to be sent out to report upon
Hongkong. This our contemporary hints is
merely a ruse on the part of Government to
show that the sanitary state of the Colony
had been the subject of "anxious considera-
tion" and so to take off the keen edge of the
petition which is being sent to Mr. Cham-
berlain. This may be so, or it may not.
If it is true that His Excellency has sent the
request since the mooting of a petition then
it certainly looks like the paving of the
way for the easy escape of the Govern-
ment from the consequences of their
sins, but if, on the other hand the letter
was a spontaneous one, then there will be
no greater possibility lacking for the petition.
The mere fact of the Governor having
written such a letter at once stamps him as
being in favour of the petition itself and he
must now, of course, send that document
forward with the very strongest possible re-
commendation from him. As a matter of
fact we do not think that our contemporary
need fear that Sir HENRY BLAKE is trying to
minimise matters. It was apparently at
his instigation that the wholesale cleans-
ing of No. 5 Health District was under-
taken and he appears to hold strong views
upon the filth of the Colony, but to have,
unfortunately, made up his mind to vigorous
action a trifle late in the day. It is a great
pity that His Excellency did not make a
move in the matter of cleansing when the
plague first started this year. Then we
should have been able to see if it had a
good effect in keeping down the disease.
As matters now stand the whole lesson of
the cleansing of this large area will be lost,
for it was not taken in hand until the plague
had almost run its course.

REUTER'S TELEGRAMS.
AUSTRALIAN DEFENCE.
LONDON, July 9th.
The Australian Defence Bill provides that
all male British subjects, between the age of
eighteen and sixty, are liable to serve in time
of emergency.

**THE TIBETAN MISSION
TO RUSSIA.**
The Russian Communique states, that the
Tibetan Mission to Russia was purely of a
religious character, with no political signifi-
cance.

THE LIBERAL PARTY.
A largely attended meeting of the Liberal
party has been held at the Reform Club.
The proceedings were entirely harmonious,
and a resolution of confidence in Sir Henry
Campbell-Bannerman was adopted.

WEATHER REPORT.
The Observatory report says:—
On the 11th at 11.45 a.m. the barometer has
fallen on the E. coast of China, probably owing
to the existence of a low pressure area over
Shantung. Gradients slight to moderate with
fresh S. monsoon on the China coast, and in
the N. part of the China Sea. Forecast:—Fresh
S. winds; squally, showery.

LOCAL AND GENERAL.
The manager of the Joint Telegraph Com-
panies informs us that the Hongkong-Amoy
cable was restored yesterday evening.

The Equitable Life Assurance Society of New
York are to be congratulated on their latest
form of advertising. The energetic Manager
M. Kiene showed us yesterday three large
pictures, veritable works of art, that he is now
issuing. Each is mounted solidly and makes
a very handsome showing, worthy of a promi-
nent position anywhere.

We note that our morning contemporary, with
barely concealed sarcasm, thinks it would have
been better if H.E. had appended his signature
to the recommendation of the Petition to the
Colonial Secretary, that an expert be sent out
from home to advise on Sanitary matters, in-
stead of being suddenly struck with the idea
of getting in, ahead of the Petition. But it
seems to us that his action amounts to much
the same thing as his signature to the docu-
ment, at least most people will take it that way.

It is somewhat refreshing to be told that the
Tibetan mission to Russia is of a purely
religious and not of a political nature. Does
this mean that the whole of the Lamas of
Tibet are anxious to be received into the
body of the Russian Church, or what? We
have a very shrewd suspicion that this sur-
prising statement must be classed amongst
those other diplomatic utterances of Russia
which are merely intended to throw dust in the
eyes of the rest of the world. However, time
will show.

THE Atsuchi of June 19th says:—The Chi-
nese Government intends to organise a police
force of 2,000 men and to commission them for
the protection of Peking. It is said the Chi-
nese Government has applied to the Japanese
Government for permission to engage Japa-
nese.

According to the returns furnished by the
Government Analyst of various samples of
Whisky, Brandy, Beer, Bread, Milk, Coffee and
Tea the people of Hongkong are to be con-
gratulated; all were found pure except a sample
of milk and Oh! Ye beer drinkers, your favourite
beverage was found free from arsenic.

On the 25th June, says a Yokohama paper, the
first marriage ceremony since the opening of
the new Christ Church, was performed there
by the Rev. Mr. Sharpe. The contracting
parties were Mr. Samuel Robinson, the first
officer of C. P. R. S.S. *Empress of China*, and
Miss Jessie Nichols Reeves from Shanghai.

We are glad to see, says the *China Gazette* of
the 5th ult., that our recent remarks upon the
desirability of mail steamers carrying foreign
passengers giving up taking crowds of Chinese
in the steerage from plague-stricken ports like
Hongkong have borne some fruit in one case
at least. The *Empress of India*, which leaves
Yokohama to-day for Vancouver, has no Chi-
nese passengers on board.

The French mail of 3rd June and the German
mail of 13th June, both reached London on
9th instant. How much better it would be if
the mails were taken away from the Messa-
geries Maritimes altogether. Both the P. &
O. and Norddeutscher Lloyd are quicker and
less liable to delay by accident. The breaking
down of the French mail has grown to be
looked for as a regular occurrence.

A LONDON wire, dated June 11th, to a Bombay
paper says:—Mr. Elliot, the ex-Manager of the
Cape Railway, in an interview with the *Daily
Express* representative, stated that the locomo-
tives made at the Baldwin Works, Philadelphia,
which were tried at the Cape, consumed twenty
per cent. more fuel than the English; and the
haulage power of the Schenectady engines was
superior to any others used in the Colony.

We (*Kobe Chronicle*) learn from the authorities
that the foreign residents at Kobe who are
liable to pay the National Business Tax this
year number 255—Europeans and Americans
145, and Chinese 110. Compared with the
preceding year, the number of European and
American payers shows a decrease of 16, but
the Chinese payers an increase of 1. The
decrease in the number of European and
American taxpayers is attributed to the general
dullness of business in Japan, which has led
many to leave for Shanghai or Hongkong.

With the exception of the diamond, emerald,
turquoise, and opal, almost every precious and
semi-precious stone is found in Ceylon, and
frequently a great variety of them are dug out
of the same pit, says *Kinhrou's German Trade
Review*. Rakwana is especially famed for its
sapphires. Spinel of all colours and garnets
are almost invariably found in conjunction with
the other stones; also the different varieties of
zircon, commonly termed jaggons. Cat's-eyes
are usually found together with aquamarines
and the different kinds of beryl, of which the
alexandrite is the most sought after. A good
proportion of the stones found are cut locally
in the village of Ratnapura and in Kalutara,
a small place on the coast some 40 miles south
of Colombo.

The dampness of the atmosphere which exists
in all parts of the tropics, caused by the heavy
downpours of rain, has a very bad effect on
numerous articles of European manufacture.
This should always be taken into consideration
when packing goods for tropical districts.
Textile fabrics, leather, books and documents
are all liable to damp stains, and knives and
metal goods especially require the greatest
attention. The damaging effect of heat and
damp does not exist only in the tropics, but also
on all goods for the southern hemisphere which
have to pass the Equator. Steel and iron wares
keep best in tropical climates if the boxes are
made out of light mahogany or other absorbent
woods, which are soaked in hot paraffin.—
Huddell's Museum.

The *Kobe Herald* of the 3rd inst. says:—
Three bluejackets from the British cruiser
Aurora now in port were riding on ponies
down the Moto Machi yesterday evening, when
a jirikisha carrying a Japanese tried to pass
through among the horses. One of the horses
collied with the rickisha and the "fare" was
thrown out of the vehicle, being rendered un-
conscious. The kurumaya was kicked by the
same horse and had three teeth smashed. The
rider of the horse was thrown and fell on his
face, receiving slight injury. A large crowd
assembled. Fortunately the Japanese who
had been travelling on the rickisha recovered
in a short time and the bluejackets handed
over to the kurumaya for medical treatment.
The matter was thus settled without interfe-
rence by the authorities.

Mr. Fordham had before him recently, at
North London Police-court two respectable-
looking lads, charged with fighting at London
Fields. These were James Ralph, fifteen,
confectioner, of Antwerp-street, and William
Charles Austin, thirteen, painter, of Goring-
street, Hackney. Constable Goddard, 349 J,
said that at nine o'clock at night he saw the
prisoners fighting at London Fields, and sur-
rounded by a crowd of other lads. He took
them both into custody.

Mr. Fordham: Is this a field? I don't know
the London Fields.—It is an open space under
the control of the London County Council.

Mr. Fordham: There was plenty of room for
the ordinary public to walk outside of the ring
formed round these lads?—Yes.

Mr. Fordham: They are English boys, I
suppose, and were settling a dispute in English
fashion—with their fists. (Addressing the
prisoners).—From the bench I must say you
must not do this. But you may go.

MESSRS. Cottam & Co. have received a small
shipment of a very ingenious little combination
consisting of all necessities for boot cleaning,
whether black or brown. These will be a boon
to batchelors in Hongkong.

A SHANGHAI paper says:—We are glad to
note that our gallant friend Colonel Shiba, the
hero of the Peking Legation defence, has been
promoted to be commander of the 15th regi-
ment of Field Artillery of Tokyo.

NO. 5 HEALTH DISTRICT.

In response to a request from H. E. the
Governor the following minute from Mr. F. A.
Brown with reference to an article which ap-
peared in the *Hongkong Telegraph* of 24th
ulto, was laid on the table at the meeting of
the Sanitary Board:—

"I do not recognise No. 5 District from the
description given. In most particulars the
account is greatly exaggerated. After the
fumigation the place was devoid of all objec-
tionable odour. A few drains when being unblocked
gave out an unpleasant effluvia. Evidently
the writer was not acquainted with the Chinese
mode of living or he would not have drawn
such particular attention to the cookhouses or
kitchens. The walls of these places, even in
the kitchens attached to European houses, are
almost invariably black from the smoke of the
wood used as fuel, and, moreover, there is
usually an unpleasant smell from the decom-
posing food lying hidden in the corners.

Speaking generally, the houses, lanes, and
drains, were as clean and in as good order as
an Inspector can reasonably be supposed to
keep them. Para B, is an exaggeration. The
European in charge of each gang was instructed
to encourage the occupants to throw away all
their broken crockery, rags, tins, and useless
lumber, and the Chinese were heartily glad to
get rid of such. In one gang one dust cart
was filled with rubbish collected from three
Chinese houses. I noticed particularly that it
did not stink, as I thought at the time how
trying to the men would have been the work if
the houses had not been disinfected. From my
experience of cleaning I do not think that
the amount of rubbish was more than could
have been expected. No amount of firing,
or of routine inspection, however, assiduously
conducted, can make Chinese houses, as
clean as they ought to be. Only a yearly
compulsory cleansing such as that completed
yesterday in No. 5 District is, in my opinion,
of any real value in teaching the Chinese how
to keep their bunks, cubicles, floors or houses.
The Hon F. H. May minutes:—I spent two
hours in the houses in the District at the com-
mencement of the operations. I saw some
rubbish, old baskets, empty tins, disused paper,
etc., such as no doubt will be found in any
European house or office in the Colony, but
nothing that could be described as filth.

THE GREAT BANVARD'S COMPANY.

Last night's performance of the Company
at the Peak resulted in a splendid house, which
must have been decidedly gratifying to the
artists. Major General Stewart, C.E.F., and
a number of officers were amongst those pre-
sent.

Miss Florence Adelaide in her coon songs
and dances, club swinging, and serio-comic
songs was again extremely good and reminds
one very much of Vesta Tilly. Young Syd,
as usual, furnished a very good turn and was
vociferously encored in all his songs. A Duet
by Miss Florence Adelaide and Wally Ban-
vard, ending in an acrobatic dance, was also
given. Miss Omra Carlotta gave "Sons of the
Empire" in her usual finished style, and as an
encore a duet with Madam Bell which was thor-
oughly appreciated by the audience. Madame
Bell was also heard to advantage. A duet by "Eileen
Alannah" and a Lullaby. A duet by "Young
Syd" and Miss Lulu Eugene entitled "Mrs.
Magee" finishing with a spiritedly performed
Irish jig concluded the first part of the per-
formance.

The second part commenced with an act
on the trapeze by Wally Banvard, and
Young Syd, (The Banvard Brothers) which
was extremely good and one of the best items
on the programme. A coon song and dance,
"Honey, dear old Honey" was also well given
by Misses Omra Carlotta, Florence Adelaide,
and Lulu Eugene. The effect of the dance
was, however, somewhat marred by the slight
difference of opinion between the first named
lady and a too enquiring cockroach.

Young Syd, in "Take no notice of me"
and "I didn't like to" added to his reputa-
tion. Miss Florence Adelaide was again
encored in her song "Boys of the Empire"
and Wally Banvard in a song and dance fully
merited the applause which he received. Miss
Omra Carlotta sang "The Amorous Goldfish"
and as an encore "The Shamrock of Ireland".
A song and dance by Miss Florence Adelaide
and Lulu Eugene, in which high kicking
decidedly predominated, concluded the pro-
gramme.

Mr. Banvard made a short speech in which
he stated the Company were performing at
"The Bay View" under special arrangements
to-night and to-morrow night and were leaving
on Saturday for the North, but hoped to return
to Hongkong in about another month when
their entertainment would be given in the City
Hall.

This Company have certainly been working
under great difficulties so far as accommodation
is concerned. We wish them every success for
the future.

After "God save the King" had been played,
Major General Stewart received a great ovation
to which he responded in a few suitable words,
and the audience dispersed after a most en-
joyable entertainment. (Communicated).

INFANT MORTALITY.

The following report from Chief Detective
Inspector I. H. Hanson was read at the meet-
ing of the Sanitary Board this afternoon, on the
above named subject:—

Sir,—I beg to report as follows on the alleged
high death rate among Chinese infants in the
Colony.

1. In times of tranquillity there would prob-
ably be no more than between 20 and 30
infants, mostly girls, obtained from the
orphanages in China on the representation
that they are to be adopted, but in reality to
be sold for the sake of gain, and find their way
down here. The number in one year would
probably be about 300 but for the fact that the
plague decimates the traffic, during about 6
months (April to September) of the year, and
then there would not be more than 10 or 20 in
a month, making the total for the year about 200.
2. Of children born in the Colony only from
50% to 60% of the births are registered. The
reasons for this are:—
a. Ignorance of the law in some cases.
b. Neglect to register because Chinese do
not consider a child's life safe till it has passed
the 7th, 10th and 12th days after its birth.
They therefore put the matter off and let the
42 days within which they should register slip
past. After that it costs \$100 to register, which
of course deters them. But there is another
strong factor in the case which is, that parents
will not register the birth as not to come

within the requirements of the Vaccination
Ordinance, No. 5 of 1890, as they have
certain fixed ideas as to what age a child
should be and the unsuitability of certain
periods of the year for vaccination.

3. There would be some deaths of infants
under 1 month when no birth would have been
registered.

4. A certain number of women go home for
their confinement and return when the child is
a few months old, and a number of children
born elsewhere are brought into the colony to
live with their parents.

5. That the chances of escaping without
being found out in cases of non-reporting
being great as compared with cases where
they are found out does not tend to induce
the Chinese to register the birth of children.

Dr. Clark, M.O.H., minutes:—
I think that the period of grace should be
extended to three months and that the fee
should be abolished. Every encouragement
should be given to the Chinese to register all
births.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

PIER OBSTRUCTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I should like to point out
through your paper a very annoying and dis-
tressing state of affairs in connection with Blake
Pier. I understand that this pier is for public
use and ought to be kept clear. Several times
lately when one of the Douglas steamers has
been alongside their wharf, the west side of
Blake Pier has been literally blocked with
junks, and has been quite unapproachable by
any steam-launch. This morning the *S.S. Tai-
mun* was alongside Douglas Wharf and no
less than seven large junks were spread out
side by side to Blake Pier. This is very
annoying to the public launches, as the west
side of Blake Pier is most frequently used,
owing to the currents. It is also very hard on
the coxswain of a launch, if he damages one of
the junks he is sure to lose his certificate.
Now I should like to know if Blake Pier
belongs to the Douglas Steamship Company or
not? If it does then that alters the case; if
(as I am given to understand) it is a public
pier, then I think something ought to be done
to keep it clear of junks. If a launch cannot
go alongside more than five minutes, then
why should junks be allowed to block up the
pier and obstruct public traffic? Hoping that
some steps will be taken to do away with this
annoyance,
I remain,
Yours truly,
ANNNOYED.
Hongkong, July 11th, 1901.

A COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Do you not think it possible for the
H. K. H. L. Tramway Company to come to
some improved arrangements re special trams
to obviate the necessity of paying their fares
twice over?

A number of people who were proceeding to
the entertainment at the Peak, took return
tickets and on their return naturally proffered
them, only to be informed that they were not
available, and that they would have to pay
another 30 cents.

On objecting they were informed that a notice
was posted in the car, which was perfectly
correct, but owing to the dim light of the car
and the smallness of the print, it was absolutely
impossible for any to read it, unless they were
absolutely directly underneath it.
Surely the ticket collector could have been
told not to issue return tickets—say after 8—
without notifying the fact that they would be
unavailable for the special car, when of course
single tickets only would have been taken.
Several gentlemen expressed themselves very
strongly on the subject.

I remain, Sir,
Yours sincerely,
TWICE-PAID.
Hongkong, July 11th, 1901.

SANITATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I cannot help but think that the peti-
tion now being circulated for signature will
only be a partial success. Briefly speaking it
is simply an indictment of the Government for
not putting into effect the suggestions of the
Sanitary Board and not following out the
experts that were, at great cost, brought to
Hongkong to investigate.

It must be said the case against the Govern-
ment is a very strong one. On all points it is
clearly proved. Now, Sir, what does this
petition want to do? Incredible to believe,
it wants to continue carefully in the
path that after 7 years has reached nowhere.
It wants more experts to report to the Govern-
ment and as sure as night follows day the
result will be the same. It is to be thought
of for a moment that the authorities at home
will instruct (and for instruct, to be effective,
read command) the Government of the Colony
to put in force the report of the commission it
wishes to be appointed. Have the residents
no say in the matter? The reason why some
of the leading and the thinking portion of the
Chinese community will not sign is, that they
would be committing themselves to unknown
trouble. What large house proprietor who has
built, not as he wishes to, but in accordance
with plans insisted on and under the direct
supervision of the Government, will be fool-
enough to take this leap into the dark. He
might without any compensation be ordered
to pull down an entire block of buildings. The
Government have accepted a price for their
land that only the present rentable area can pay
interest on. Is it fair to require that money and
reduce their paying area? That is what must
happen. But it is more like the proverbial
mouse. If a petition had been put forth to
force the Government to form a Municipal
Council, elected by the citizens under a limited
suffrage, something could be hoped for, and
until this is done it is only fatuous idiocy to
attempt to perpetuate the folly of the last ten

THE FLUSHING OF THE SEWERS.

The following letter from the Colonial Secretary has been laid before the Sanitary Board. In reply to your letter of the 3rd ultimo, I am directed by His Excellency the Governor to transmit to you the enclosed copy of a minute of the Director of Public Works on the question of the flushing of the sewers and storm-water drains of the City with sea water, and to inform you that the Acting Director of Public Works advises that the initial cost of scheme for flushing the sewers with sea water would be about \$200,000 and its annual cost about \$10,000.

His Excellency does not feel competent to decide the vexed question of the drainage system and has requested that the services of an expert on sanitation should be obtained in England, with a view to his visiting Hongkong and reporting generally upon the sanitation of the Colony.

The Director of public works reported there were 32 automatic Flushing Tanks, through them passing most of the 3,000,000 gallons of water consumed every 24 hours. He refers to Mr. Cooper's report of 1896, in which it is stated that the project of using sea water for flushing purposes should not be put in practice so long as a sufficiency of fresh was obtainable by gravitation.

AT THE MAGISTRACY.

BUSINESS.

At the call this morning there was every appearance of a good turn over. Opium cases opened slightly, weaker but finished strong. Lok Wan was awarded a sentence of \$2,000 or 3 months. Hawking vegetables and causing obstruction cases were in good supply with but little demand, \$2 or 4 days being the quote for to-day.

SELLING LIQUORS WITHOUT PROPER LICENSES.

W. J. Kerr, L. S. No 8 preferred charges against Mr. G. Girault and Messrs. F. Blackhead & Co. of selling intoxicating liquors without an appropriate licence. Mr. Mouney appeared for Mr. Girault, pleaded guilty, fine \$1. Mr. Girault for Messrs. Blackhead & Co. was not let off so cheaply being fined \$5.

HUSBANDS AND WIVES.

Kwok Min, a married woman, charged Wong Sin with unlawfully enticing her into this Colony.

Kwok Min said her husband lives in Singapore and the defendant lives a few doors from her in Po Leung Kue. Some few days ago she came to the complainant and said to her "your husband smokes opium, gambles, and visits brothels." I will take you to a place and get you a good husband. She refused. The defendant said she would give her some sort of flour to give to her husband that would send him mad for a day and a night and she could then get away. She was taken in a gharry on board a steamer and arrived in Hongkong. The defendant stated the complainant wanted to become the second wife of the defendant's husband, as she was treated badly by her own.

Given the benefit of the doubt, the defendant was discharged.

STEALING FROM THE NAVAL YARD.

Li Tsak went to prison for 3 weeks' hard labour charged with stealing flannel by G. Hyder of the Naval Dockyard.

A GOOD HAUL.

Mr. Hodgkinson, Foreman of the Naval Extension Works, charged Leung Tsau with stealing 4 brass bands, a knife and sheath, a brass quadrant, also some clothing. On the two charges defendant was sent to prison for 2 months' hard labour.

SAME OLD DRUNK.

Charlie Stadium was up again this morning and fined \$2 for being drunk. He will catch it hot if it occurs again.

SANITARY IMPROVEMENT OF THE COLONY.

FURTHER RECOMMENDATIONS.

To-day, the Sanitary Improvement Committee (Hon. E. H. May, Dr. Clark and Mr. E. 'Labonne') made the following report at the Meeting of the Sanitary Board. In continuation of our reports of February 1st and April 10th, we have the honour to submit the following further recommendations for the improvement of the Sanitary condition of the Colony:—

(1) That the Government be advised to enact:—

"That every domestic building hereafter erected of a greater depth than forty feet (as measured in accordance with sub-section c of section 56 of the Public Health Ordinance of 1901), shall be provided by the owners with a glazed skylight in the roof, of a total area of not less than one-twenty-fifth of the total floor area of such domestic building, and every upper floor shall be provided with a well hole, corresponding in position and area, to such skylight."

Provided that no such provision shall be required in the case of the domestic buildings which are, in the opinion of the Sanitary Board, adequately lit by means of windows opening into a side street or other open space of a width of not less than fifteen feet, in addition to being lit from the front."

(2) That with a view to the improvement in the condition of the storm drains, provision should be made for a sewer inlet adjacent to every storm drain inlet, so that all foul waters finding their way into the side channels may enter the sewer, instead of, as frequently happens at present, entering the storm drain, which latter should only receive storm water. The Committee understand that this is an essential element in the success of the separate system of drainage.

(3) That additional flushing tanks should be provided for the sewers of the City of Victoria.

(4) That with a view to the exclusion of rats from the dwelling houses and the exclusion of garbage from the sewers and storm drains the gratings to the storm and sewer gullies should be furnished with as small interspaces as possible.

(5) That ceilings and lath-and-plaster walls should be prohibited in all tenement buildings in the City of Victoria below the level of Caine Road, and in Kowloon.

(6) That the nuisance caused by the hawking of fish, vegetables, and other perishable articles of food should be remedied as far as possible by the provision of concreted open spaces to which hawking should be strictly confined. The Committee suggest that a part at least of the temporary market which is to be erected on the south side of the proposed new Harbour Office, be devoted to this purpose and also that the vacant fore-shore immediately to the west of the Public Works store on Praya East be levelled and concreted and used for a similar

purpose. Also that a level site be set apart for the hawkers in Tsimshinghaan, and another in Yau Ma Tei.

(7) That the segregation camp at Latchiook be proceeded with at once.

MODEL DWELLINGS.

At to-day's meeting of the Sanitary Board a letter from the Government was laid on the table stating that the plans of model dwellings submitted to the Board referred only to buildings to be erected on land sold hereafter by the Crown. The Government had no power to impose conditions retrospectively on land already sold.

THE PLAGUE.

Number of cases reported up till noon of the 10th July, 1901: Chinese.....1,468 Other Asiatics.....26 Europeans.....26

Number of cases reported during the past 24 hours: Chinese.....6 Other Asiatics.....0 Europeans.....2

Total number of cases reported to date 1,533

Number of deaths reported up till noon of the 10th July, 1901: Chinese.....1,430 Other Asiatics.....9 Europeans.....9

Number of deaths reported during the past 24 hours: Chinese.....5 Other Asiatics.....0 Europeans.....0

Total number of deaths recorded to date 1,475

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....19 Other Asiatics.....0 Europeans.....2

Deaths Chinese.....5 Other Asiatics.....0 Europeans.....0

Total.....17

The plague returns for last week were:—

Cases.....47

Deaths.....46

Captain Primrose, together with his little boy of 13 months, were removed to Kennedy Town Hospital yesterday. We are pleased to say the attacks promise to be light ones.

All the European cases are progressing favourably.

NOISE NUISANCES.

At this afternoon's meeting of the Sanitary Board the following minute from the Hon. E. H. May, was laid on the table:—

I beg to suggest for the consideration of the Board the desirability of the Board, addressing the Government on the subject of legislating for the suppression of nuisances by noise. At present unless it happens to be a contravention of the terms of the house lease a person can (and persons do every day all over the Colony, vide Wanchai and Yau-ma-tei more particularly) rent an ordinary house in a populous street and start a boiler maker's shop in it or any other noisy trade he likes. I am of opinion that the time has come when such trades should be relegated to certain well defined districts.

Mr. E. Osborne:—I agree with the Vice President, and if it is the Board's business to suppress the nuisance, by all means let us do it.

The Registrar General:—Are there any restrictions as to locality a home?

The M. O. H.:—I entirely agree with the Vice President. The nuisance referred to has been very marked of late in Wanchai.

AN AMERICAN ADVERTISING SCHEME.

RACING ROUND THE WORLD.

"The water-front people (in Yokohama) were startled the other day (writes 'Looker On' in the *Japan Gazette*) by the arrival from America of two people who were apparently lunatics. They were a boy and a young man who expressed great anxiety to proceed on their journey towards Europe as fast as possible. They had tickets by the regular steamer, but someone told them they could make better time by chartering a launch of their own and going to Vladivostok direct. The young man immediately exhibited an unlimited letter of credit, and though it was after regular banking hours, an enterprising local bank was found ready to negotiate the paper. The private launch was once started at an enormous rate. The extraordinary pair had previously called four pages of matter to America, but, on making the new arrangement, promptly proceeded to cable another equally long story. Then, throwing their regular steamship tickets lightly overboard, they tripped on board a train in route for their private boat, having paid every bill in cash, and vanished in the direction of Vladivostok."

"I was curious to know what these things meant, and by dint of severe toil found out that this pair is part of an American newspaper advertising scheme. A Mr. Hearst owns three big papers in America—the *Journal of New York*, the *Chicago-American* of Chicago, and the *Examiner* of San Francisco. His latest advertising dodge is to send a 'school-boy' from each city, accompanied by a 'graphic' reporter from each paper, round the world, with orders to make the circuit as quickly as possible, regardless of expenses. The New York pair have gone round the other way, and the Chicago and San Francisco couples came this way. There is some stupendous prize for the pair which gets in first and beats the record, and, besides, they are to send detailed stories of their trip wherever they can communicate with America and will be given pictures and praise *ad lib*. By this ingenious device the three cities are being kept in a condition of seething excitement, which is good for the circulation of the three papers represented. Of course, Mr. Hearst claims merely a benevolent object—to prove how quickly the globe can be encircled and to benefit the schoolboys—one of whom is nineteen years of age."

"The pair, which travels by Europe first, is to go by the Siberian route; one of the two other pairs by the Siberian route and the other by India. There is said to be much betting on the result, and also on where the two Siberian-route couples will meet each other or cross. Word has been received that our own Siberian-routers reached Vladivostok in their launch on good time. The other Siberian pair should arrive here at the end of the month."

"As an example of the prodigality of their employer, when the two chartered a private launch here, the agent told them it would cost \$1,800 dollars, and the newspaperman-paymaster promptly made out a cheque for \$1,800 gold. The agent honestly told him he meant *yen* and the mistake was rectified, but the newspaper duo did not seem at all impressed by the difference, and the local agent is wondering whether honesty is always the best policy."

A PACIFIC OCEAN RACE.

C. P. R. "TARTAR" AND "CITY OF PEKING."

There appears to have been a sort of informal race between the C. P. R. liner *Tartar* and the P. M. S. *City of Peking* on their last voyage from Yokohama to the Pacific Coast, says the *Kobe Herald*. A San Francisco cable of June 4th states that the *Tartar* made the run from Yokohama to Vancouver in just 14 days including a detention of 6 hours in quarantine. The *City of Peking* left Yokohama for San Francisco three days ahead of the *Tartar* and arrived one day later, making a difference of 4 days. But the *Tartar* came straight across, while the *City of Peking* made a detour to Honolulu, where she discharged and received freight. The San Francisco *Call* remarks that where time is a consideration with Oriental travellers and shippers, vessels that make the most direct route from point to point will have the preference. In order that San Francisco may stand on a more even keel with northern ports, one or more steamers every month should cut Honolulu. The northern is the shortest and has the cheapest fuel as a further advantage. When the big steamers now building for the Pacific Mail Company are placed on the route, and the fires in their furnaces are fed with California oil, and Honolulu is left off the schedule, things will be made more evenly balanced than now on the China route.

AFFAIRS IN THE YANGTZE VALLEY.

JAPANESE VISCOUNT'S ACCOUNT.

On board the N. Y. K. steamer *Kobe Maru* from Shanghai arriving at Moji on the 2nd inst. was Viscount Nagakura who has visited Nanking and Hankow. The Viscount said he had been cordially welcomed at places he visited. The Chinese attribute the quick progress of the peace negotiation to the efforts and action of Japan and they are grateful accordingly. The influence and credit of Japanese subjects in South China has considerably increased. Scores of Chinese from the Military College in Hankow will come over to Japan during the summer vacation this year. The Chinese Count, according to the Viscount, is to leave Shanghai for Peking on 1st September and will take 30 days in journeying the capital. The expenses of the Count during the journey are likely to amount to 10,000 taels per day and the necessary funds have been raised by the Viceroy and Governors. The future of the Dobun Nhojin (a Japanese school at Nanking of which the Viscount is President) is very bright, and Viceroy Chang and other prominent parties have warmly welcomed its establishment.—*Kobe Herald*.

COREAN NEWS.

(From Japanese Papers.)

TOKIO, July 2nd.

Some time ago the Japanese Government forwarded a demand to the Korean Government for a concession in Masampo. The survey of the district was recently concluded. The Korean Government eventually replied favourably to the Japanese Government, and the ratification of a Treaty with reference to the concession is expected to take place shortly.—*Asahi*.

QUELFART.

TOKIO, July 2nd.

A further outbreak of rioting in Quelpart was reported a day or two ago, but the report has proved erroneous. Everything is quiet in the island, order having been completely restored.—*Asahi*.

LOOTING IN CHINA.

LADY MACDONALD'S PROTEST.

The *New York Herald* has received the following telegram:—

Peking May 23.—The last general meeting of the Diplomatic Corps was the scene of a more acute phase of the loot controversy. The question was raised by diplomatic friends of Lady MacDonald, who think that a grave injustice was done to her in one of General Chaffee's letters. The Ministers of two European countries rose successively and made statements as to Lady MacDonald's behaviour on the day of the first visit of the Allies to the Forbidden City. The Ministers were practically identical. The statements were with her throughout the day, and she left the palace with no plunder except a yellow rose plucked in the garden of the Empress. "We did, however," they continued "witness one scene of looting which, together with Lady MacDonald, we tried unsuccessfully to prevent. In the palace we met the wife of an American diplomat, accompanied by an American curio dealer. We suggested that the reception was exclusively for members of the Diplomatic Corps, but the American diplomat's wife persisted in taking the curio dealer whose expert opinion she wanted on the value of the Empress's ornaments. On reaching the pavilion the curio dealer said: 'Here, I am informed, the most valuable porcelains are concealed.' Under the protest of Lady MacDonald and ourselves, the wife of the American diplomat tried to open the cupboard. Finally she called to an American soldier, who prized the cupboard open with his bayonet. Thereupon, not wishing to assist at a scene we could not prevent, we withdrew. The American representative made no reply, but it is confidently expected that he or the husband of the accused lady will demand a retraction.—*Reuter*.

THE ALLIES IN CHINA.

PIERRE LOTI'S INDICTMENT.

The latest of M. Pierre Loti's letter from China which the *Figaro* is publishing gives a ghastly account of the state of the town of Tung Chow. "The shattered doors and windows," he writes, "leave in full view the interior of the houses where all is in ruins broken and smashed to atoms, while the air is dense with clouds of dust, and sickening with an insupportable stench of dead bodies. For two months the rage of destruction, the frenzy of massacre, stormed over this unhappy Town of Celestial Purity, the first town of China to suffer from the hereditary hatreds of eight or ten nations. The 'Boxers' passed there first. Then came the heroic Japanese soldiers, whom I would not slander for world, but they destroy and slay like the barbarian armies of old. Still less would I slander the Russians, but they have sent us Cossacks from Tartary, half Mongols, who still show traces of old Asiatic manners. They came cruel native troops, sent by England; then the mercenaries of America. Nothing was left when Italians, Germans, Austrians, and French arrived hot with the first blaze of vengeance against the Chinese." In another part of his letter says the Paris correspondent of the *Morning Leader*, "M. Loti writes of two women who, found in hiding, threw themselves at his feet and begged for mercy. 'Evidently,' he says, 'they expected the most horrible treatment and then death.' They had been found hidden in a suffocating little cellar, their condition made doubly awful by the proximity of the rotting corpses of other poor women who had not managed to escape."

THE HONGKONG AND SHANGHAI BANK ROBBERY.

NOTES DISCOVERED.

BOMBAY, 22nd June.

A startling discovery was made at the Colombo docks on Saturday. The stolen bills from the Singapore branch Hongkong, Shanghai bank, valued at 250,000 dollars were concealed in a false bottom box, forwarded from Singapore for transhipment to India by the steamer *Indus*.

The Tanjong Correspondent of the *Malay Mail* writing on Sunday last, says:—Your readers will recollect the circumstances under which a big robbery was committed the other day at the Singapore branch of the Hongkong and Shanghai Banking Corporation, Ltd., at which notes of the aggregate value of 250,000 dollars were stolen. The Singapore Police early conveyed information of the occurrence to the Tanjong Police, who were asked to be on the look out for two Mahomedans, natives of Kuthanallur, in the Manangudi Taluq, suspected in connection with the robbery. Mr. C. Brook-Leggatt, the Superintendent of Police, was soon on the "qui vive." Mr. T. Parankum Naidu, Inspector of Police, Tanjong, and an able detective officer, was promptly told off to Kuthanallur. Mr. Leggatt himself stopping at Negapatam, with a pair of watchful eyes, set one on the Customs House and the other on arrivals at the port. A packet addressed to a Mahomedan at Kuthanallur, and lying undelivered at the Customs House, naturally attracted attention, but it proved to have no more interesting contents than certain papers belonging to the head poon of the bank in question. The investigation assumed a new phase, however, on receipt of information from Singapore to the effect that a Mahomedan passenger by the s.s. *Indus* was suspected to have had a hand in the robbery, and the movements of this mysterious stranger soon engrossed the interest of the Police. Further information showed that the steamer which conveyed the Mahomedan had also on board a packet destined for Pondicherry, of which the bill of lading was addressed to one Saminadha Pillai, at Kuthanallur. The Mahomedan was shadowed throughout a hurried trip that he paid to Kuthanallur, where his suspected confederate, Saminadha Pillai, was already receiving the most delicate attentions from the Police. The two men were allowed to meet and take counsel together as to how best to take delivery of the bill of lading without arousing suspicion. They resolved, it is alleged, to approach the local Post Master with the suggestion that, for a substantial consideration, the bill of lading enclosed in a registered cover might be made over to the addressee as quietly as possible. The Post Master at once communicated with the Police, and the men were arrested on Friday last, immediately after delivery of the registered letter was made. It would appear that the Mahomedan, whose name is Abdul Kader, made a desperate attempt to tear up the bill of lading. Abdul Kader and Saminadha Pillai are now lodged at the Tanjong Sub-jail, awaiting their deportation to Singapore.

It would appear that the French authorities at Pondicherry had been communicated with in reference to the packet. Finding that the s.s. *Indus* had proceeded to Colombo, the French Consul there was communicated with, and he with the assistance of the local Police, seized the packet on the arrival of the steamer. The packet, on examination, was found to contain the missing notes intact. It is hard lines on the Tanjong Police, that they should have been denied the credit of securing the notes along with the persons of the robbers, but the smart work they did in connection with the case none the less deserves the recognition of the Bank and the public.

SWARMS OF LOCUSTS PASS THROUGH CALCUTTA.

Several swarms of locusts passed over Calcutta on Tuesday morning, says the *Bombay Gazette* of 22nd ult., apparently en route to the rich agricultural fields in the vicinity of Diamond Harbour. Numbers of weary stragglers took refuge in the trees that line most of the streets in the City and myriads found a temporary resting place on the maidan. Crows and kites were the first to discover the swarms and played havoc with them. It is to be feared that the present invasion bids no good to Bengali agriculturists. The flights that were seen to-day may do no particular harm, but June being their breeding season, they are more than likely to multiply with alarming rapidity and then attack the crops in untold millions. The invasion this year is admittedly a serious one and may result in enormous damage being done to the crops in various parts of the country, and not the least significant feature of the present invasion is that flights have penetrated so far from Baluchistan as Calcutta. In doing this it would seem, according to records that have been kept, that locusts on the present occasion have made a record journey, but old residents recall an immense flight that passed over Calcutta in the early sixties, darkening the sky in their passage and causing great consternation amongst the natives.

MUTINY ON BRITISH TRANSPORT.

COLOMBO, June 10th.

A serious mutiny occurred among the troops on the s.s. *City of Cambridge*, which returned to Colombo after disembarking Boers at Madras.

One hundred and thirty men of the Gloucester Regiment were despatched on board to quell the disturbance, which arose in consequence of the men aboard not being allowed ashore.

Fourteen men were arrested, and brought ashore and confined in the guard-room, and are to be tried by court-martial.

The *City of Cambridge* left Capetown on the 2nd May and Durban on the 16th with 605 prisoners of war for Colombo and Trinopoly. The prisoners were almost exclusively Afrikaners or Cape Rebels, with a few Transvaalians, among them being many youths, one of whom is only 15. Of the prisoners 105 men were left at Colombo. The remaining 500, including the officers, went on to Madras, where they arrived on the 3rd inst. Having landed the prisoners, the vessel left for England on the afternoon of the 4th inst. for England, and was later put into Colombo in consequence of the disturbance.

The British troops on board were mostly invalids from various regiments.—*Advocate of India Cor.*

NOTANDA.

CALENDAR.

JULY.

Astronomical means based on fifteen years' observations, to 1898.

Barometer.....727.38
Thermometer.....81.6
Humidity.....83.0
Rainfall.....14.218

TO-DAY.

Barometer.....727.38
Temperature.....81.6
Humidity.....83.0
Rainfall.....14.218

TO-DAY.

Thursday, 11th July, 1901.
Chinese—27th of 5th moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 23min.
Sets.....6hr. 40min.
High water—Morning.....5hr. 18min.
Afternoon.....5hr. 40min.
Low water—Morning.....11hr. 45min.
Afternoon.....12hr. 15min.

ANNIVERSARIES.

1708—Battle of Oudenarde.
1816—America's Embassy arrived in China.
1859—Peace of Villafranca.
1871—Engagement between the Korean and an American naval force.
1882—Alexandria bombarded.
1897—Gaya, B. N. Borneo, looted and burnt by Mat Salleh.
1898—Admiral Camarin's fleet recalled to Spain.
Four transports with American reinforcements arrive at Manila.
1899—Death of the Tsarivitch at Abbas Tuman, Caucasus.

TO-MORROW.

Friday, 12th July, 1901.
Chinese—27th of 5th moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 24min.
Sets.....6hr. 40min.
High water—Morning.....5hr. 19min.
Afternoon.....5hr. 40min.
Low water—Morning.....11hr. 45min.
Afternoon.....12hr. 15min.

ANNIVERSARIES.

1854—Foreign Inspectorate of Customs established at Shanghai.
1856—The Crimea evacuated.
1864—Loss of the s.s. *Tokien* on the Fisherman's Group.
1880—Arrival in Shanghai of General Gordon.
1896—A Chinese detective shot by a burglar in Chuk Hing Lane.
1898—Pere Fleury carried into captivity by the Chinese.

AGENDA.

TO-DAY.

Cargo ex *Bengal* subject to rent.

TO-MORROW.

(About)—N. D. L. steamer *Sambia* leaves for Havre, Bremen, and Hamburg, via Singapore and Colombo.
The steamer *Indrapura* leaves for Portland (Or.) via Shanghai and Japan ports.
10 a.m.—Douglas Co.'s steamer *Haimun* leaves for Swatow, Amoy, Tamsui.
4 p.m.—I. C. S. N. Co.'s steamer *Loongsang* leaves for Manila.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 1st.
Captain Merles, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.
Captain Merles, jun, formerly captain of the *Hailan*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Hailan*.
Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Sheehan Tomes new steamers.

Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamante*.
Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Emerald*.
Mr. Arthur Nottley is appointed chief officer of the s.s. *Diamante*.

July 3rd.
Mr. C. Westerland, chief officer of the *Hoihow* is transferred to the same post on the *Hanoi*.
Mr. Rils, chief engineer of the *Slam*, has been relieved by Mr. Rasmussen.

July 8th.
Mr. J. H. Hutcheson, 2nd officer of the *Glenlogie*, is promoted chief officer of the *Glenlogie*.

July 9th.
Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yiksang*.
Mr. J. Smart, acting 3rd engineer, *Yiksang*, has signed off.

Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Laisang*.
Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.

Mr. J. Douglas, from leave, has gone 2nd engineer, *Taisang*.
Mr. H. Cuthbertson, 2nd engineer, *Taisang*, is awaiting orders.

Mr. P. H. Cowan, chief officer, *Chungking* is transferred to the *Sengkang*.
Captain P. Garriock, late *Hoatong*, is transferred to the *Hoihow*.

Mr. A. McColl, late acting 2nd engineer, *Shast*, is transferred 3rd engineer, *Tamsui*.
Mr. W. H. Arroll, 3rd engineer, *Tamsui*, is on leave.

July 10th.
Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Haiching*.
Mr. Daniel has gone 2nd officer of the *Haiching*.

Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Hailan*.
Mr. R. A. Musgrave is appointed and engineer of the *Thales*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Gaelic*) 13th instant.
Australian (*Guthrie*) 16th instant.
Indian (*Arratoon Apar*) 16th instant.
American (*Hongkong Maru*) 20th instant.
American (*China*) 27th instant.
Canadian (*Empress of China*) 30th instant.
American (*Doric*) 7th prox.

The P. & O. S. N. Co.'s steamer *Tientsin* left Singapore for this port on the 10th inst., at 1 p.m.

The P. M. S. S. Co.'s steamer *Gaelic* with mails, &c., left Shanghai for this port yesterday, the 10th at 6 p.m.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* left Vancouver on the morning of the 9th inst. for Hongkong via the usual Ports of call.

The N. Y. K. Co.'s steamer *Kagoshima Maru* (Bombay Line) left Kobe via Moji for this port on the 10th inst. and is expected to arrive here on the 17th inst.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	To-morrow, 12th July, at Daylight.
HIROSHIMA MARU T. Mura	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA-MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 9th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) TO-MORROW, the 12th instant.

Through Bills of Lading issued to Pacific Coast, Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON,

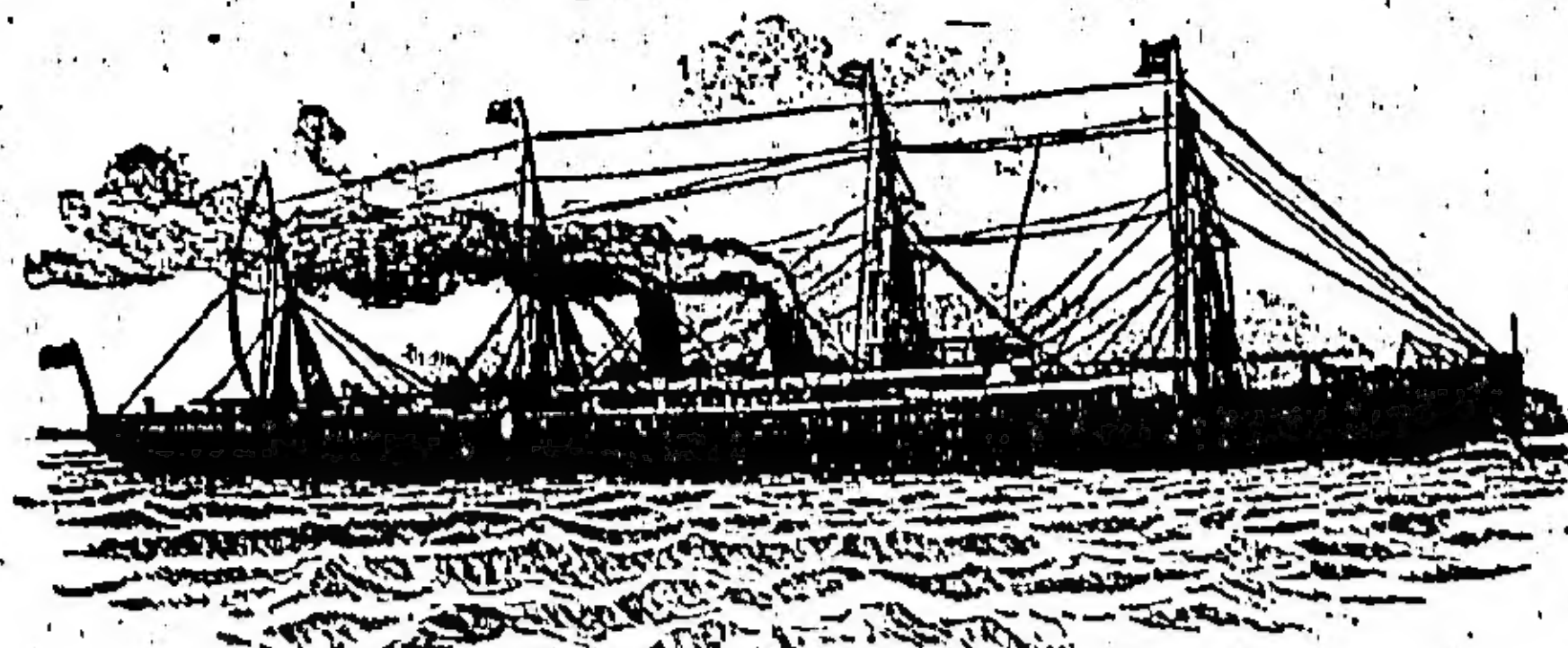
General Agent,

or to SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"CAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"FERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

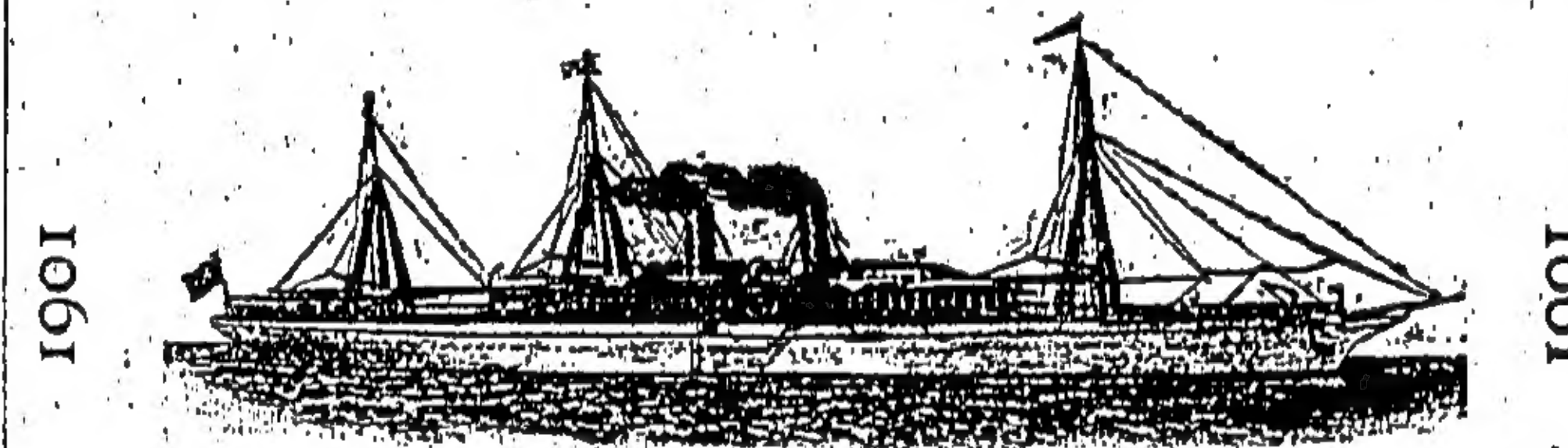
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 10th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBA Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA v. Dohren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 9th July, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"STENTOR"	23rd July.
"	"IDOMENEUS"	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"PROMETHEUS"	13th July.
"	"ALCINOUS"	23rd July.
"	"DEUCALION"	6th August.
"	"PELEUS"	30th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

Hongkong, 9th July, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI," Captain Hill, due here on the 11th instant, will be despatched as above on SATURDAY, the 13th instant, at Noon.

For Freight, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 8th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GABB, LIVINGSTON & Co., Agents.

Hongkong, 28th June, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA, and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection

GREAT NORTHERN RAILWAY CO'S LINE.

THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"SUNDA," Captain E. R. Dowell, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay without Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE,

Superintendent.

Hongkong, 6th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	about 1st Aug.
"HEATHBURN"	about 15th Aug.
"JUPITER"	
"SATSUMA"	
"RICHMOND CASTLE"	

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 5th July, 1901.

THE SIBERIAN RAILWAY.

We lately quoted a letter in a French magazine which gave rather a glowing account of a journey on this line. A different view is expressed in the following narrative, taken by from the *Rossiya*, and written by Dr. Vadenaki. He says:—

"As my family was rather large, I decided to take first-class tickets, which cost 135 roubles, or £11 3s. 1d.; and we were assigned a splendidly fitted out apartment for our journey of 270 miles. The rate of travelling was certainly slow, for four days were allotted for the above distance. On the very first section, sixty miles long, our train managed to be five hours behind time.

"Then a really serious mishap occurred; the pipes used for heating the cars, and which led to the condenser, became frozen, as they had been laid under the flooring of the wagon, and were thus exposed to the open air. The 'stoker' ought to have bestowed all his attention to the proper heating of the cars; but that was out of the question, seeing that he had to wait upon the passengers and had many other little duties to perform. The only way out of the trouble was to abandon the car, and this we did after we had spent two hours at the station of Kansk in a fruitless attempt to put the heating apparatus into working order. Thus we had to resume the journey in an over-crowded second-class car, for not one reserve car, even a second-class car, was to be procured at any point in that section of 360 to 400 miles. Thus we arrived at Omsk in Western Siberia, and the passengers seized the opportunity for writing a 'general complaint.'

"From Omsk our journey was continued in a second-class car, in which we were joined by three sick persons. The accommodation at the various refreshment rooms was often most inadequate; thus at no single buffet could we find a piece of white bread, and as a rule we could obtain such only at intervals of about 140 miles. Great was our joy on reaching Chelabinsk, for we espied a luxurious first-class car. Our joy was premature, for the thermometer hanging inside the car registered only three or four degrees of heat. Reassured by a series of long and stormy explanations with the station authorities then followed, and no less than six complaints were entered in the book so thoughtfully provided for the purpose; but it was all in vain, for we had to continue our journey in the second-class car. We had with us an engineer down with fever, and all my children had become quite hoarse. Nevertheless, we could not raise the temperature by so much as one degree during the whole journey between Samara and Zlatoust.

"At last we arrived at Orenburg; and still our troubles were not at an end, for I could not get my luggage. I showed the station-master my luggage receipt; and after waiting six weeks I was told that my luggage had not then turned up at Chelabinsk. Thus, not only did I lose my luggage, but the loss of my clothes prevented me from practising as a surgeon for the time, and I am still awaiting compensation from the railway company for this enforced idleness. Luggage is very frequently lost, and I heard of several cases in which the portmanteaux and boxes had been filled of their contents in the guard's van and then filled up with stones and any kind of rubbish. All this inconvenience was made worse by our being three days' late at Orenburg, but there was some excuse for this unpunctuality, for there had been two derailments a few hours before our train was timed to pass certain points. Although the novelty is wearing off the frequent accidents, yet the engine-drivers and stokers in charge of trains passing over the scenes of the various accidents cannot resist the temptation to stop the train while they have a gossip with the natives. I saw one stoker shoot a partridge; then the train slowed down, and he jumped off the engine and picked up the bird.

A TERRIBLE STORY.

The quiet little town of Poitiers, in France, is at present in a state of almost unprecedented agitation in consequence of an appalling discovery made there. One of the leading lights of Poitiers society, and one of the most respected of its inhabitants, was a certain M. Monnier, a retired Swiss Préfet, a man who headed all the charitable and religious undertakings in the neighbourhood, and who was considered a person of the highest and most honourable character. He was about fifty years of age, and lived with his wife and daughter in the house adjoining that of his mother, a very vigorous, wealthy, and determined old lady of seventy-two years of age. His daughter was engaged to a cavalry officer, a man of good birth and considerable means, and the marriage was to have taken place last month.

On Wednesday, May 22nd, the Procureur de la République of Poitiers received an anonymous letter informing him that for twenty-five years a sister of M. Monnier, long believed to be dead, had been sequestered in one room in his mother's house; that she had been deprived of clothing, nearly starved, and never received any attention or consideration of any kind. The officer of the law, although paying but little heed to the communication, which was evidently written by an illiterate person, nevertheless felt it his duty to examine the house in question. He had great difficulty in doing so, as the old lady was very violent, and tried by both persuasion and force to prevent any one entering her abode, which she said belonged to her absolutely. When the examination finally took place a room was discovered in which, in semi-darkness, for the sisters were closed, barred, and nailed up, a ghastly form was seen crouching on a rotten straw mattress covered with a piece of oilcloth. The unfortunate creature was stark naked. She was lying in a heap of indescribable filth, which must have been there for years. She was so thin that her thighs were not the size of a child's arm, and her arms not thicker than the neck of an ordinary bottle; the nails were several inches long; her hair was matted and had not been combed for more than a decade; it was swarming with vermin. The whole room, which had no furniture, was strewn with mouldy crusts and putrefying bits of meat; rats and huge worms were plentiful in the apartment. In fact, the whole scene reminded the onlookers of the position in which poor little Louis XVII. was found by Barras in the Temple, but the child's martyrdom endured but eighteen months; this unfortunate creature had lasted for five and twenty years!

She was immediately removed to the Hotel Dieu, where the nuns are taking every care of her, and it is hoped her life and reason may be saved. She is now fifty-two, and has been immured since the age of twenty-seven. Her unnatural relatives have been arrested, much, apparently, to their surprise. M. Monnier's wife and daughter, who appear to have known nothing about the matter, have retired to the shelter of a convent while the inquiry is proceeding. It is said that the reason Madame Monnier's mother and brother-in-law had her thus sequestered was that she wished twenty-five years ago to contract a marriage of which they did not approve. They gave out that she had died of a fever while on a visit to friends.

Shipping.

STEAMERS.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ARARA,"
Captain Williamson, will be despatched for the above Port, on or about the 15th August.
To be followed by the
S.S. "ATAKA,"
on or about 15th September.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th July, 1901. [727c]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,
having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the
GREAT-NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship
"KINTUCK,"
Sails from Seattle about the 10th of July;
"CHINGWO,"
Sails from Seattle about the 24th of July;
"HYSON,"
Sails from Seattle about the 10th of August;
"KAISOW,"
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.
For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK: To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & Co., Agents.
Hongkong, 25th June, 1901. [683c]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. American ship
"I. F. CHAPMAN,"
shortly expected from Kaiti, will load for the above Port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, 2nd July, 1901. [698c]

FOR NEW YORK.
THE 3/3 A. I. American ship
"MANUEL L. GUNO,"
will load during September and October, sailing about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 8th July, 1901. [727c]

Insurances.

"LUN ON"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY, Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1901. [730c]

To be Let.

TO LET.
POSSESSION APRIL 1ST.
1. STEWART TERRACE.
Apply to
J. W. NOBLE,
Hongkong, 6th March, 1901. [297c]

TO LET.
GODOWN—No. 54, DUDDELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th July, 1901. [709c]

TO LET.
A HOUSE IN RIFON TERRACE.
HOUSES at LEIGHTON HILL—"FAIRVIEW"—KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 25th June, 1901. [7209c]

For Sale.

FOR SALE.

THE German Steamer
"MUENCHEN,"
4536 tons gross, 2,855 tons net, as she now lies in the COSMOPOLITAN Dock at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply to
MELCHERS & CO., Agents.
NORDDEUTSCHER LLOYD.
Hongkong, 28th June, 1901. [699c]

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD, of PARIS, 25 years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [163c]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED, Agents.
Hongkong, 6th July, 1901. [4]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY, Acting Agent.
Hongkong, 6th July, 1901. [1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"KAISOW,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 13th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
JARDINE, MATHESON & Co., Agents.
Hongkong, 6th July, 1901. [713c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.
THE Steamship
"GLENROY,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
MCGREGOR BROS. & GOW, Agents.
Hongkong, 8th July, 1901. [724c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.
THE Steamship
"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW, Agents.
Hongkong, 8th July, 1901. [717c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.
THE Steamship
"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW, Agents.
Hongkong, 8th July, 1901. [717c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship.

"SUISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 11th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 9th July, 1901. [731c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "GLENESK,"
FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED, Agents.
Hongkong, 10th July, 1901. [4]

Intimations.

THE LATEST! THE BEST! THE CHEAPEST!

EMPIRE-ADLER TYPEWRITER,
MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA.
LEOPOLD SPATZ & Co., HONGKONG,
New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name "EMPIRE." The Genuine Empire-Adler Typewriter is obtainable only at
LEOPOLD SPATZ & Co.
Hongkong, 9th July, 1901. [733c]

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.

DIRECT IMPORTERS:
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street, Shanghai.
12th October, 1899. [721c]

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

NEW GOODS.
PLENTY IN HAND.
JAPANESE CURIOS.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 10th April, 1900. [41]

DROZ & Co.,
WATCH MANUFACTURERS.
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

A. LING & Co.,
FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES:
JEYES FLUID
AVOID ALL RISKS OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1899. [47]

CHS. J. GAUPP & Co.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [25]

Intimations.

Intimations.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road, on SATURDAY, the 23rd July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators' proposals for dealing with the Company's Assets.
The Liquidator,
M. BENNECKE,
Hongkong, 4th July, 1901. [708c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six months ending 30th June, 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which DATE DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road Central.
THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.

Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of One Dollar and FIFTY Cents per Share for Six Months ending 30th June, 1901, will be PAYABLE on the 27th instant, on which DATE DIVIDEND WARRANTS may be obtained on Application at the Company's Office.
THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited.
General Agents, The West Point Building Co., Limited.
Hongkong, 8th July, 1901. [728c]

WANTED.

A POST as BOOKKEEPER by a Competent Man.
Apply to
"T,"
C/o This Office.

A SURVEYOR seeks Employment.
Apply to
"U,"
C/o This Office.

Hongkong, 4th July, 1901.

NOTICE.
TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSINGTON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.
Hongkong, 13th February, 1901. [200c]

THE
ROBINSON
PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 28th May, 1901. [571c]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
EASTMAN'S KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD, Watson's Building.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 15th May, 1901. [18]

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, - SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

NOTICE.
Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—
SEA WITCH, American ship, Howen.—Master, ADOLPH OBRIO, American ship, Amesbury.—Standard Oil Co.

Hongkong, 27th September, 1898. [89]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

SIEN TING,
SURGEON DENTIST,
No. 14, DAGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [89]

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